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PEARL HARBOR AND HONOLULU.

It would be hard to bring about a more representative and influential expression of opinion from Honolulu citizens than that which gave reply, by writing and word of mouth yesterday, to the questions regarding Pearl Harbor submitted by Admiral Very to the conference called by him. Certainly the unanimity of sentiment evoked had never before, upon a large question of community interest, been paralleled here. This fact characterizes not only the conclusions formally adopted, but the views individually expressed by those responding, either in person or by letter, to the Admiral's call.

The communications, the speeches and the resolutions all presumptively reveal a true apprehension of the history and the present status of the subject under investigation. Pearl Harbor was identified with the relations between Hawaii and the United States, which subsisted for a long period before annexation. Its strategic value to either the United States, if acquired by it, or an enemy should the United States ever allow it to come into possession of a possible one, were recognized by American statesmen and naval authorities long before the reciprocity treaty of 1876 under which the privilege of American occupation of the harbor for a naval station was conceded in return for the free admission of Hawaii's chief products to the markets of the United States. In the discussions on the annexation of Hawaii in Congress, as was recalled by a Washington correspondent quoted in yesterday's Advertiser, a great deal was said about Pearl Harbor and it was taken for granted that its development as a great naval base should immediately be undertaken. Now, however, it would appear from Admiral Very's statement to the conference that the United States Government desires assurance, or at least reputable evidence, that the improvement of Pearl Harbor would be a gain to commerce worth a large expenditure.

On this branch of the question, happily, the people of Honolulu are not required to sacrifice any sincerity of conviction or motive. The commercial aspect of the improvement of Pearl Harbor has always been held in importance here, and with exceptions too indifferent to notice the benefits to this island and the whole group from such an event have been appreciatively anticipated. Mr. Dillingham, while promoting his railway twenty years ago, descanted on the feasibility of making a great commercial port of the harbor. Predictions of damage to Honolulu trade and industry have been only casually heard and held by thoughtful citizens to be merely of street talk caliber. That no menace of established interests in Honolulu, from the proposition of opening Pearl Harbor to commerce, is feared by our most astute men of affairs was shown to Admiral Very yesterday, not merely in bold assurances, but by an array of facts and figures as well as sound reasoning upon premises both extant and prospective.

It has long been evident to business foresight here that Honolulu harbor will before a great while become too straitened for the commerce centering at this island. The only alternative for accommodating the overflow, as well as providing for dry dockage, to Pearl Harbor which has ever been seriously discussed is Kalihi basin and its shore front. The problem of land available there, and the other one of cutting channels through the coral reefs have always been concluded to present serious obstacles to the Kalihi proposition. It is safe to say that, even if feasible in physical regards, the cost of developing Kalihi basin would be vastly greater than that of opening Pearl Harbor. Then it must be remembered that Pearl Harbor is already territorially occupied by the United States Government.

THE PEARL HARBOR QUESTION.

So large a matter as the erection of the greatest naval station in the world, together with the creation of a splendid maritime resort of commerce, should hardly be discussed with any respect for mere shop-keeping considerations. Yet, as in many other affairs of a community, effort is sometimes well spent to quiet apprehensions that, no difference how groundless, may breed opposition and obstruction to movements pregnant with immense benefit.

It is scarcely possible to imagine, in the first place, that the base of local commerce could be suddenly shifted from Honolulu to Pearl Harbor even if a city should spring up at the latter port with the celerity of Arabian Nights architecture. But, even if the United States Government and Congress take action on the Pearl Harbor project with utmost expedition and liberality, it will be many years before any but a population of mechanics and laborers, with a comparatively small proportion of officials and overseeing experts, will be at Pearl Harbor to attract a trading and jobbing mechanical class thither. This statement excepts Honolulu people who already have residences or sites therefor already there—in number scarcely worth considering in this connection. It is very doubtful if such a population would induce the establishing of any considerable mercantile and industrial town at the spot during, at all events, the earlier years of the constructive stage of naval station and port. Merchants and mechanics who might move there from Honolulu, in those times, would only leave the stayers in Honolulu more business and work. Wholesale trading would not begin to house itself at the new port before it was ready to receive ships, hence any migration of large merchants thither may be put some years off—at best or worst as the matter may be viewed. Moreover, with regard to ordinary shop-keeping, it will quite likely be found none too easy to establish stores and workshops at Pearl Harbor during its formative period. With the available land for private occupation, outside of the large areas the United States needed, in few hands, an active demand for sites would make the real estate market soar. Dearness of ground, along with probably increasing prices of building material, would make the rent account almost prohibitive for convenient business locations.

Honolulu is bound to remain the residential and official capital of the Territory, as well as of this island and county. It is almost equally well assured of retaining its primacy commercially. The naval station and the large maritime works at Pearl Harbor, together with the very high agricultural value of the environing land, will leave scant room for urban expansion there. Honolulu has the space and the conditions for healthful and pleasant homes in multiplied number over its present holdings of such. Pearl Harbor will be great and distinguished in its own peculiar ways. It will at first be something more than a large suburb of Honolulu, connected with it by the speedy methods of modern transportation, ultimately developing into the relation of a magnificent twin sister of Honolulu.

Military conscription as a needed measure of public health was the novel proposition advocated by Lord Raglan, president of the Royal institute of public health, at a meeting of that body on the Isle of Man. "It is a dangerous argument," the Springfield Republican comments, adding that his lordship "probably did not realize that what he was advocating was merely a kind of inefficient and unintelligent socialism. It may be quite true that to take the entire youth of a country, give them sufficient food, baths and exercise, and pay them for doing nothing is a capital thing for the nation's stamina. But he might well have gone a step further and pointed out what might be done by giving every English youth the same advantages, substituting for the idleness several years, if desired, of sound training at a trade with a practical education which would fit the graduate to earn a good living. Of all means of bringing up the public health and prosperity militarism is the worst. It is to national health what alcohol is to the individual—a fallacious stimulant." At the same time a little military training, for the sake of discipline and manly carriage—with instruction in marksmanship, looking to times of national emergency which arise in every generation—would be good for the growing youth and for the country. Always providing that it was not allowed to interrupt either mental ar manual education.

A New York woman, who was saved from drowning, has been married to the man who rescued her. Her gratitude probably overwhelmed his judgment. All unmarried men should keep away from water.

THE TRUE HOSPITAL POLICY.

The growth of income for the Queen's Hospital, otherwise than from endowment and government subsidy, has been from the increase of the use of the hospital by physicians in private practice. General recognition of the fact that a hospital is a better place to be sick in than any other, is of slow growth. The idea that a hospital is either a pest house or a hospice—a place only for those suffering from diseases that made it unsafe for them to be kept at their homes, or for those who have no homes,—is one that lingers. It is hard to dispel. It has become a prejudice.

The true idea of a hospital as a place where there are all the facilities for the care of the sick better than can be provided in the home or elsewhere, has had to struggle for existence.

There is in this community probably a better appreciation of the real function and advantage of a hospital, so far as the individual is concerned, than there is almost anywhere else. There is probably more general use made of the hospital here than anywhere else. The prejudice against "going to a hospital," has been overcome here more generally than in most communities. It is recognized that there is no home so well equipped and so well fitted for the care of the sick as a good hospital.

The growth of this rational feeling here, or anywhere, must come partly through intelligence on the part of the public, and partly through an intelligent effort on the part of the medical profession to inculcate it. An obstacle to its growth has been the disinclination on the part of hospitals in many places to put their facilities, at reasonable and equal terms, at the service of all physicians. In nearly every community there is in the medical profession a "hospital clique," or at any rate a widespread belief that there is a "hospital clique"—a section of the profession which are afforded better facilities and are more welcome to send patients to the hospital than are other members of the profession. As long as this feeling exists and particularly as long as there is any justification for this feeling, the hospital in such a community cannot achieve its highest usefulness, nor the community receive the full measure of benefit from the hospital.

Without any criticism of the Queen's Hospital or its management in the past, without any suggestion that there has been any justification for the belief in a "hospital clique" in Honolulu or on this Island, there is in the foregoing that which ought to make clear the future policy of the institution.

That policy should be one that would encourage every practicing physician in the Territory to send his patients to the hospital, and encourage every person in the Territory under medical treatment, to whom hospital facilities would be a benefit, to go to the hospital. There should be no favoritism among either physicians or patients. Nor should there be such red tape or intricacy or formalities required of physicians in this behalf as to have the effect of favoritism. The mere fact that a physician has been admitted to practice ought to give him the privilege of sending his patients to the hospital and of treating them there. Of course, there must be discipline in the institution and wholesome regulations—and wholesome regulations are those reasonably designed to permit the hospital to achieve its highest and widest usefulness. These regulations should be well defined and readily accessible, and enforced and interpreted in a rational and an impartial way.

The whole past history of the hospital has shown that its income has steadily increased as its facilities have been more and more generally availed of by, and were available to, practicing physicians. Then it ought to be the policy of the institution to make its facilities available to every practicing physician. Such a policy would increase the public interest and confidence in the hospital and its management. It would increase the usefulness of the institution. It would lead to higher possibilities for the hospital.

FRISCO AND SAN FRANCISCO.

San Francisco has for decades fought against the appellation of "Frisco." The non-use of the word has been made the shibboleth of true citizenship of the city by the Golden Gate. "Everybody calls it Frisco but the San Francisco people themselves," has been the forceful way of stating the absolute lack of justification for the use of the word.

The argument against the word has been drawn from authority, from philology, and from contemporaneous usage. It has been shown that the Forty-niners and other pioneers did not use the word; that it is not a natural nor a rational abbreviation of the longer name; and that neither the newspapers of San Francisco nor her officials or public men, nor anyone else who can be said in any just sense to represent the city, uses it. It is true that San Francisco has not gone to the length that Arkansas did, and fixed name and pronunciation by legislative enactment, but it has done everything but that.

Yet all in vain. The name sticks. The world can neither be educated nor shamed out of the use of the objectionable term. To everyone but San Franciscans themselves, and generally speaking, Californians, the place is "Frisco." It is to "Frisco" they are going when they start. It is to "Frisco" they have been when they come back.

San Francisco's objections are overruled by the voices of an admiring world. It is in admiration and not in derision or dispraise that the name is used. But whether admiration shall ever change to derision or not, the name will remain. There are indications that San Francisco is beginning to recognize that fact, and sadly and reluctantly to accept the decree of fate. More than that, there are those who would make a virtue of necessity, and since the name must be accepted, accept it gracefully, cordially, and make the most of it.

In a recent issue of one of the San Francisco papers there was an article by Gelett Burgess in which he sought to prove that so far from being displeased with the fact that the world would use the name, San Francisco and the San Franciscans ought to be proud of it, because it was an unconscious tribute to their pluck, energy and delightfulness as a people, and to the beauty, uniqueness, and adorableness of the place as a city. Burgess' argument was that the use of the word was the highest praise they could ask.

Referring to the odd fact that the question of the liability of a shipowner for infringement of aliens acts through bringing in stowaways should only recently have been judicially decided in a maritime country like England, a mainland exchange remarks on the further peculiarity of the case in that the shipowning company brought the action, presumably against stowaways, but was itself found liable and fined by the court. The judge said it was the policy of the act to make the ship responsible, so as more effectively to keep out undesirable aliens. In vain had the company urged that a captain could not tie a stone around a stowaway's neck and toss him overboard like a kitten, and furthermore that such responsibility would tend to prevent masters from prosecuting stowaways. The comment is made that "the only safeguard evidently lies in taking the utmost care to exclude stowaways, but in the hurry of departure it is not possible to make an exhaustive search," the paper quoted from adding that in large ships as many as sixteen stowaways have been found. Honolulu can show a recent instance beating that record by more than four times, the steamship Kumeric from Madeira having brought more than seventy stowaways here. Allowance must be made, however, for the fact that this was an immigrant ship with more than a thousand legitimate passengers. Under the laws of the United States the ship is held strictly accountable for stowaways, also for passengers on the manifest who may be classed among undesirable aliens under the immigration law.

Now comes news of the discovery of a serum which, it is said, will cure the heretofore almost invariably fatal disease called meningitis. Dr. Simon Flexner, at the head of the Rockefeller Institute for Medical Research, in New York, is the discoverer. Dr. George T. Ladd, connected with a Cleveland hospital, is said to have checked an epidemic of the disease at Castalia, O., last spring by the use of the Flexner serum.

Nothing that has happened in connection with the Haywood trial can do anything for the character of Orchard. He is either a diabolical murderer or a deliberate and spectacular liar. If he is both, it cannot be determined in which of these departments of human endeavor he excels.

The Washington authorities have finally come to the conclusion that they are sending the Atlantic fleet to the Pacific in anticipation of the death of the Dowager Empress of China. And we didn't know the old lady was ill! Now let us hope the jingo Japs will subside.

Now for a coming together of Honolulu business men on the transportation question, bringing with them the broad-mindedness, earnestness and unanimity of purpose with which Admiral Very's congress on Pearl Harbor was characterized.

THE QUEEN EMMA PROPERTY.

Again an applicant for purchase of the Queen Emma homestead in Nuuanu valley has appeared. When another offered to buy the place, some months ago, an overwhelming public opinion against its sale by the Government caused the withdrawal of the application. Leaders in the cause of park extension, including the membership of the Central Improvement Committee, were forward in the successful opposition. It was represented that the property should be reserved for a public park, for three particular reasons—the need of a park at that end of the city, the historical associations of the demesne and the fitness, in natural and cultivated beauties, of the premises for a park.

There has been nothing happened since the former occasion to diminish the force of these reasons. People who take an interest in city improvement look forward to a time when chains of pretty villas, with artistically improved grounds about each, will extend on either side of the Pali road from town to the magnificent summit gap. At different points these private estates will be separated one from another by the established government water and light works, which no doubt, in buildings and grounds both, will be made and kept attractive. In the respects just mentioned the Pali road drive has been increasing in finished character of landscape for some years, and from the demand for residence sites along that boulevard the Government now and again opens more land there for that purpose. The present application for the Queen Emma property is a legitimate instance of such demand. There is nothing to be said against the applicant for wanting the place, any more than can be against rivals that will likely appear, in case of a sale being held, to bid the prize away from him. Nothing may rightly be opposed to putting the property up at public auction, at an upset price based on a reasonable offer, which is not related to the public interests.

The desirability of having a park in that locality is as great and potent now as when the former effort was made to have the premises alienated from public to private ownership. Nuuanu avenue and its extension into the Pali road is singular, among the great thoroughfares of Honolulu, in being without a public park throughout its seven miles of length. This condition is the more remarkable from the fact that Nuuanu Valley is one of the oldest among the best residential sections of the city. Surely the right of that end of the metropolis to a first-class park can not be gainsaid. On the other hand, the general public of Honolulu has a claim in the matter which can hardly be disregarded. It would be an everlasting discredit to the responsible authorities if the Pali road should become exclusively lined with baronial private estates, except for the government works above mentioned, and no place of recreation and enjoyment of the beautiful valley scenery along the entire stretch have been reserved for the people of Honolulu at large. There should not only be a public park—whether in the form of botanical gardens or otherwise—at about the location of the Queen Emma place, but another one near the summit which should take in an elevation commanding the gorgeous view at that point.

Regarding the plea of historical associations, the Queen Emma property contains the last chance of creating a permanent memorial of the illustrious line of Kamehamehas. With one exception all of the town places identified with that dynasty, that covered the transition from barbarism to civilized government fully equipped, have long since come under alienated titles destructive of historic significance. The exception is that tiny plot, scarcely big enough to accommodate a band concert audience, known as Emma square. Although the ten acres of the Queen Emma property in Nuuanu Valley is not a magnificent domain as to size for a memorial of the beneficent queen, it possesses beauties of location and of stately groves which render it capable of being made one of the most attractive parks of Honolulu. It has a frontage of nine hundred feet upon the Pali road and commands much of the grandest as well as of the prettiest scenes of the historic valley. Along its old driveways are rows of the picturesque lauhala. Other species of Hawaii's most noble trees are clumped here and there about the house, while at the rear stands a splendid grove of cocoanut palms. Some majestic specimens of the arboriculture are the growth of about sixty years, memorializing two full generations of Honolulu's inhabitants. In the long past time, when Kamehameha IV. and Queen Emma lived there, the residence was the scene of state festivities, at which notable visitors including the scions of royalty of world powers were entertained.

Altogether the property is eminently fitted for perpetual dedication to the use of the public, for the recreation of the people of Honolulu and the entertainment of strangers. For the sake of a few thousand dollars, to take but a small bite out of the Territorial bonded indebtedness this grand estate should not be alienated.

EXPORTS OF MANUFACTURES FOR FISCAL YEAR.

More than three-quarters of a billion dollars' worth of manufactures passed out of the ports of the United States in the fiscal year ended June 30, 1907. To foreign countries alone the total was 740 million dollars, while to the noncontiguous territories of the United States the value of manufactures sent was 40 millions, thus bringing the grand total to considerably more than three-quarters of a billion against less than one-quarter of a billion a dozen years ago.

Of this three-quarters of a billion dollars' worth of manufactures sent out of the country last year, practically two-thirds went in finished form ready for consumption and practically one-third in partially manufactured form for further use in manufacturing. The figures of the Bureau of Statistics, Department of Commerce and Labor, just completed for the fiscal year 1907, shows that of the 740 million dollars' worth of manufactures exported to foreign countries, 480 million dollars were manufactures ready for consumption and 260 millions manufactures for further use in manufacturing, while of the 40 million dollars' worth of manufactures sent to the noncontiguous territories, practically all went in the finished form.

Finished manufactures exported show an increase of about 20 millions over last year and 267 millions over 1897, a decade earlier, while manufactures for further use in manufacturing show an increase of 34 millions over last year and of 162 millions over 1897.

Iron and steel manufactures form by far the largest single item in the year's exportations of manufactures, the total value of this single group being 181 millions against 161 millions last year, and of this total, practically 85 per cent went in finished form ready for consumption. Approximately 80 millions of this exportation of iron and steel manufactures went to North America; 50 millions to Europe; something more than 20 millions to South America, and over 23 millions to Asia and Oceania.

Copper forms the next largest item, amounting to 89 million dollars, of which a large proportion went in the partially manufactured form of pigs, bars and ingots. The large shipments of copper to China, which were two years ago a marked characteristic of the trade with that country, have almost entirely terminated by reason of the large reduction in the production of new copper coinage in China, for which this material was used.

Manufactures of wood exported amounted to 80 million dollars, and of this about 65 millions went in partially manufactured form, chiefly lumber. About one-half of the total exports wood manufactures went to Europe, and about one-fourth to North America, while most of the remaining quarter went to South America.

Mineral oils rank next in the total values of exports of manufactures, aggregating 78 million dollars in value, and practically all in the finished form ready for consumption. Leather and manufactures thereof exported during the year aggregated 45 million dollars. Of the 32 million dollars' worth of cotton goods exported in 1907, practically all went in the finished manufactured form. Twenty-seven million dollars' worth of agricultural implements all went in the form of finished manufactures. Twenty-two million dollars' worth of naval stores were exported. Of the 21 million dollars' worth of carriages, cars, and other vehicles exported, all of which went as finished manufactures, nearly one-half went to North America and the remaining half was distributed between South America, Europe, Asia and Oceania. There were 18 million dollars' worth of chemicals, drugs and medicines and 15 million dollars' worth of instruments and apparatus for scientific purposes exported. Of 10 million dollars' worth of paper and its manufactures, about one-third went to Europe, another third to North America, and the remainder was widely distributed.

About 350 million dollars' worth of all the exports of manufactures went to Europe, 200 millions to North America, 100 millions to Asia and Oceania, 75 millions to South America, 15 millions to Africa, and 40 millions to noncontiguous territories, and while about one-half of the manufactures sent to Europe and one-third of those sent to North America went in the partially manufactured form, nearly all of those going to the other grand divisions were finished manufactures.

Sir Charles Dilke in a recent interview has pointed out that mere numbers fail to give a correct idea of the usefulness of modern navies. "The Dreadnought," he says, "is probably worth a fleet of other ships." He also says: "I may tell you, if you want reassuring, that Great Britain at sea—in material—is overwhelming and supreme, as things stand." Sir Charles puts the United States second in point of material, which is what really counts.